ES.4.7 FLOODPLAINS AND FLOODWAYS

Existing 100-year Flood Boundary: Within the project corridor, floodplains are found adjacent to most large watercourses. The floodplains are generally located in wetland areas adjacent to the surface water bodies. The largest floodplains within the project corridor are those associated with the sections of Latimer Brook in Montville and East Lyme and a section of Shingle Mill Brook in Salem.

Within the project corridor, floodplains are found adjacent to most large watercourses... The largest floodplains within the project corridor are those associated with the sections of Latimer Brook in Montville and East Lyme and a section of Shingle Mill Brook in Salem.

A large floodplain is located at the intersection of Route 82 and Route 85. This floodplain, associated with Harris Brook, extends a distance of 300 m. (1,000 ft.) easterly from the brook to Route 85 and about 500 m. (1,600 ft.) northwesterly along Route 85 from Route 82. In Montville, Latimer Brook crosses Route 85. The floodplain in this area along Route 85 is about 300 m. (1,000 ft.) in width. From Route 85 to Route 161, the floodplain along Latimer Brook is about 120 m. (400 ft.) in width with larger areas located north and south of Grassy Hill Road. The Latimer Brook floodplain is generally narrow within East Lyme except in the area around Darrow Pond where the floodplain broadens to about 80 m. (250 ft.) in width.

ES.4.8 LAND USE AND COMMUNITY CHARACTERISTICS

Regional Context: The four town study area has maintained a rural character despite the pressures for growth that have influenced many other areas to become hubs for concentrated development. Reasons for this characteristic slow rate of growth are essentially geographical, and to a great extent physiographical. Over time, residents have come to cherish the many lifestyle qualities that attend rural living and today, the area continues to attract new residents who are seeking the same.

As the state transportation system has grown and increased in efficiency, living in the Southeast Region and commuting to work in the larger city centers has become more feasible. This, in effect, has been helping to move these towns from a strictly rural context toward more suburban-type community profiles. Of the four town study area, the change is more accelerated in the towns of Montville and Waterford due to their juxtaposition to major transportation corridors, employment and coastal attractions.

The traditional seasonal influx of regional visitors from the north and west seeking the recreational offerings of the Connecticut coast are now being supplemented by in-state and out-of-state year round visitors. Progressively increasing burdens on local

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transportation networks, infrastructure, community services and the environment are prompting residents to react to what is perceived as an escalation of personal taxes and potential change in their quality of life.

Local efforts to gain some measure of control over growth patterns have manifested themselves in the basic development guidelines that are common to most municipalities; zoning, subdivision and wetland/conservation regulations and local sanitary and water authority policies. Typical of the four town policies to help maintain "rural" quality of life objectives, promote neighborhood cohesiveness and protect the environment is a reliance on the large lot residential subdivision and related residential density controls. This is supplemented by limiting new road construction and infrastructure networks, functional placement of community services, commercial and industrial uses, and exploration of mechanisms to increase open space through public and private commitments.

Land Use by Town: The following table (Table ES-13) summarizes current land use, by type, for each of the four towns in the study area. Current local zoning for each town is shown on Figure ES-13.

ES.4.9 FARMLAND RESOURCES

NRCS has developed criteria for important farmlands; these include soils designated as "Prime, Unique or Additional Farmlands of Statewide Importance". Farmlands may also be classified as locally important. The agricultural soils are categorized according to their relative ability to support farming. Prime Farmlands are delineated in order to identify areas with irreplaceable crop production potential. These lands may be candidates for preservation. In Connecticut, there are no Unique farmland soils. Prime farmlands are high quality lands best suited to producing food, feed, fibers, forage and oilseed crops. The Additional Farmlands of Statewide Importance cover land that is almost considered prime land but may be wetter or have steeper slopes. Sites with either of these soil classifications may be actively farmed, fallow, forested or developed. Farmland soils are classified based on physical characteristics, rather than current land use. Areas meeting the criteria of farmland soils may or may not be presently farmed.

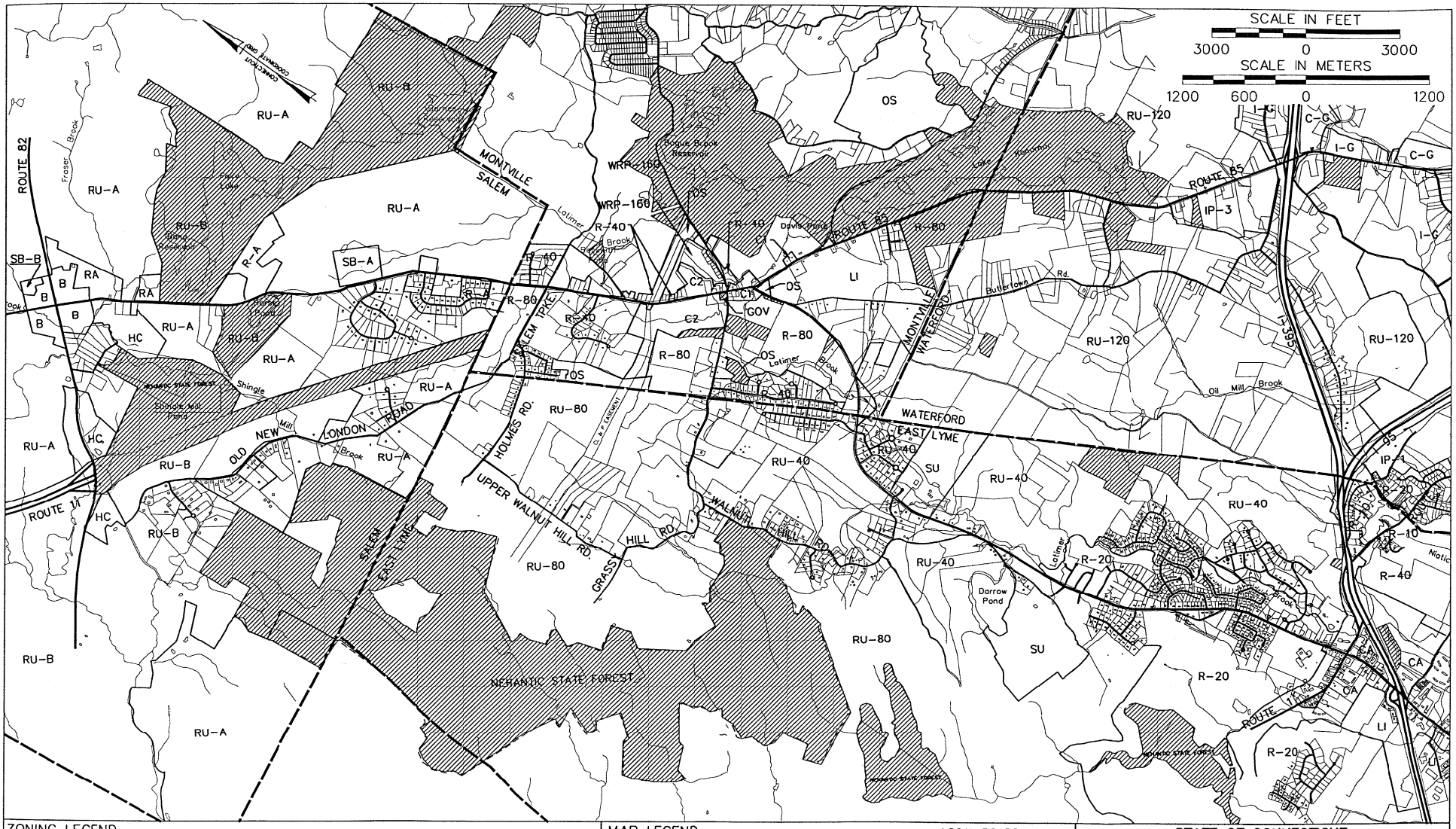
Areas of prime farmland in Salem, within or abutting the study area are as follows: northwest and southwest of the current terminus of Route 11 along Route 82; near the northwest corner of Salem Four Corners along Route 82; on Route 85 at Salem Country

TABLE ES-13
EXISTING LAND USE BY TOWN

LAND USE	SALEM		MONTVILLE		EAST LYME		WATERFORD	
	AREA	PERCENT	AREA	PERCENT	AREA	PERCENT	AREA	PERCENT
Residential	666 ha. (1,644 ac.)	8.6%	1,036 ha. (2,559 ac.)	9.1%	1,624 ha. (4,011 ac.)	17.1%	1,494 ha. (3,689 ac.)	17.3%
Commercial	22 ha. (54 ac.)	0.3%	230 ha. (569 ac.)	1.9%	133 ha. [(1)] (328 ac.)	1.4% [(1)]	475 ha. [(2)] (1,173 ac.)	5.5% [(2)]
Industrial	38 ha. (93 ac.)	0.5%	74 ha. (183 ac.)	0.6%	NOT AVAILABLE	NOT AVAILABLE	118 ha. (292 ac.)	1.4%
Government/ Institutional	15 ha. (36 ac.)	0.2%	56 ha. (139 ac.)	0.5%	1,624 ha. (4,011 ac.)	17.1%	210 ha. (518 ac.)	2.4%
Transportation/ Communication	246 ha. (608 ac.)	3.2%	NOT AVAILABLE	NOT AVAILABLE	446 ha. (1,102 ac.)	4.7%	577 ha. (1,424 ac.)	6.7%
Recreation/ Open Space	704 ha. (1,740 ac.)	9.1%	960 ha. (2,370 ac.)	8.5%	997 ha. (2,463 ac.)	10.5%	1,121 ha. (2,768 ac.)	13.0%
Agricultural	508 ha. (1,256 ac.)	6.6%	410 ha. (1,013 ac.)	3.6%	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Undeveloped	5,510 ha. (13,609 ac.)	71.5%	8,513 ha. (21,027 ac.)	75.8%	4,672 ha. (11,539 ac.)	49.2%	4,619 ha. (11,409 ac.)	53.7%
Total	7,708 ha. (19,040 ac.)	100%	11,279 ha. (27,860 ac.)	100%	9,532 ha. (23,454 ac.)	100%	8,614 ha. (21,273 ac.)	100%

Source: Town Plans of Development

[(1)] Figure represents both commercial and industrial land.
[(2)] Figure includes 243 ha. (600 ac.) of land designated for public utilities and transmission lines.



ZONING LEGEND

EAST LYME
- CA – COMMERCIAL
- LI – LIGHT INDUSTRIAL
- R-10 – RESIDENTIAL
- R-20 – RESIDENTIAL
- RU-40 – RURAL RESIDENTIAL
- RU-80 – RURAL RESIDENTIAL
- RU-120 – RURAL RESIDENTIAL
- SU – SPECIAL USE

MONTVILLE
- C1 – COMMERCIAL 1 DISTRICT
- C2 – COMMERCIAL 2 DISTRICT
- GOV – GOVERNMENT
- OS – OPEN SPACE DISTRICT
- R-20 – RESIDENTIAL DISTRICT
- R-40 – RESIDENTIAL DISTRICT
- R-80 – RESIDENTIAL DISTRICT
- WRP-160 – WATER RESOURCE PROTECTION DISTRICT

SALEM
- B– BUSINESS ZONE
- CR – COMMERCIAL RECREATION ZONE
- GOV – GOVERNMENT
- HC – HIGHWAY COMMERCIAL ZONE
- I – INDUSTRIAL
- R-A – RESIDENTIAL ZONE A
- RU-A – RURAL ZONE A
- RU-B – RURAL ZONE B
- SB-A – SPECIAL BUSINESS ZONE A
- SB-B – SPECIAL BUSINESS ZONE B

WATERFORD
- C-G – GENERAL COMMERCIAL DISTRICT
- C-R – REGIONAL COMMERCIAL DISTRICT
- I-C – INDUSTRIAL COMMERCIAL DISTRICT
- I-G – GENERAL INDUSTRIAL DISTRICT
- I-MF – INDUSTRIAL MULTI-FAMILY DISTRICT
- IP-1 – GENERAL INDUSTRIAL PARK DISTRICT
- IP-3 – SPECIAL AQUIFER INDUSTRIAL PARK DISTRICT
- R-20 – MEDIUM DENSITY RESIDENTIAL DISTRICT
- R-40 – LOW DENSITY RESIDENTIAL DISTRICT
- RU-120 – RURAL RESIDENTIAL DISTRICT

MAP LEGEND

- ZONING BOUNDARY
- TOWN / CITY LINE
- R.O.W. LINE / PROPERTY LINE
- WATER COURSE / WATER BODY
- LOCAL ROADS
- STATE ROADS
- STATE FOREST
- STATE & MUNICIPAL OWNED LAND

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 82 / 85 / 11 CORRIDOR E.I.S – M.I.S.

IN THE TOWNS OF
EAST LYME, MONTVILLE, SALEM AND WATERFORD

EXISTING CONDITIONS
ZONING

FIGURE ES-13

...\14689\h\ustn\rt11\4689h981.dgn Oct. 02, 1998 08:59:16

Prime Farmlands are delineated in order to identify areas with irreplaceable crop production potential. These lands may be candidates for preservation... Farmland soils are classified based on physical characteristics, rather than current land use. Areas meeting the criteria of farmland soils may or may not be presently farmed.

Gardens; and off Forsyth and Old New London Roads. Parcels on Route 82 are predominately zoned for business and those in other areas are zoned rural residential.

Montville includes agricultural land within the "Unreserved Open Space" zone, but these lands are not necessarily protected for agricultural use. Farmlands occur as old fields near Beckwith Pond; forest land off Grassy Hill Road; wet meadow near the southeast corner of Salem Turnpike/Route 85; and cultivated fields along Butlertown Road. Although farmland soils are present around Lake Konomoc, these lands have not been designated Prime Farmland due to the remote possibility of their use for that purpose, given the needs associated with protection of the regional water supply.

Prime Farmlands in East Lyme occur along the western edge of the Nehantic State Forest from Holmes Road to Grassy Hill Road and south to Route 161, and in two areas along Route 161 between Darrow Pond and Route 1. These areas are classified as existing open space, proposed open space or low density residential.

The Town of Waterford encourages designation of undeveloped land under PA-490 which may be classified as farm, forest or open space and for which a lower tax rate is assessed. Some farmland soils have been classified as such. Areas delineated as Prime Farmland in the Waterford study area are located west of Route 85 near Lake Konomoc, south of Lake Konomoc along Route 85 and several areas within or adjacent to the Business Triangle.

ES.4.10 SOCIOECONOMIC ENVIRONMENT

Population Trends by Town: Salem was recorded as having the fastest growth rate in Connecticut with a 41.8% increase in total population for the decade from 1980 through 1990, based on the 1990 census. This growth rate is projected to decrease to just over 13% through to the year 2000 and then average about 10% per decade to 2020. Salem has had, and continues to experience, a population increase resulting from a pattern of in-migration. Indications are that Salem represents an attractive choice for residence for those seeking a more rural lifestyle. Salem's population density ranks lowest of the four town study area. The residents tend to be concentrated along the local roads and evenly distributed throughout the town.

Montville's rate of growth between 1980 and 1990 was only 1.3%; this growth rate is projected to increase to over 4% through to the year 2000 and then average about 4% per decade up to 2020. Montville's population density ranks as the second highest in the

four town study area. Natural and imposed environmental restrictions affecting areas around and immediately north of the Route 85 corridor limit the greater concentrations of residential development to the northerly and eastern portions of the town.

Waterford had a growth rate of about 0.05% between 1980 and 1990 which is expected to increase by 4% and 6% respectively for the next two decades up to the year 2020. Waterford's population density ranks highest of the four town study area. Limited local road networks and environmental constraints combine with the impacts of high volume transportation corridors (Route 1, I-95 and I-395) to minimize opportunities and discourage residential growth in the northwestern portions of town. The greater concentration of the population occurs south of I-95 to the town coastal boundary.

In East Lyme, a growth rate of over 10% was recorded between 1980 and 1990. This growth rate is projected to decrease to just over 8.5% through to the year 2000. From the year 2000, this growth rate is projected to continue at just over 8% and 5% over the next two decades, respectively, up to the year 2020. East Lyme's population density ranks second lowest of the four town study area. With much of the northern area of town occupied by state and other private tracts of undeveloped lands, the greater population is concentrated in the central portion of the town around I-95 and south to the coastal boundary.

Employment: Connecticut, in general, has experienced an industry transformation over the last decade. The relatively recent recession in the aerospace and defense industries have given way to a more diversified economy. The April 1998 unemployment index for the New London Labor Market Area (NLLMA) was at 4.3%, down from the April 1997 index of 5.3%. Manufacturing, which has been declining steadily since the 1950s now represents under 18% of the state's economy. In its place service industries more specific to the four town study area, entertainment and tourism, are filling the void left by the diminished defense industry. The Mashantucket Pequot and Mohegan Native American economies have already dramatically affected southeastern Connecticut and the potential for additional related economic development in this area appears substantial. Supplementing the rise in service and entertainment is the increase in exported goods. Given this scenario, the potential for economic and residential growth throughout the southeastern region appears to be very good.

Real Estate (Housing) Trends by Town: All four towns have substantial acreage that is undeveloped, much of which is currently zoned for residential use. All of the towns rely, to varying degrees, on private septic systems to handle sanitary waste discharge. Salem, in particular, has no public sewage system. Residential land use represents the large majority of the developed lands in the four town study area (Table ES-14) and all town plans of development support the maintenance of this trend. Given the high cost of expanding local infrastructures, environmental concerns about the capacity of the land to accept on-site sewage disposal and general desire to maintain their rural residential

identities, all four towns have established goals that will help them plan their future growth to accommodate local expectations, financial and physical constraints.

Land use policies common to all four towns include: controlling higher density growth and subdivision developments by limiting the infrastructure network (sewerage and water), encouragement of cluster housing and affordable housing where appropriate and establishment of large-lot residential zones in areas where land capacity to accept on-site sewage disposal and as other environmental concerns may dictate.

TABLE ES-14
DEVELOPED LAND BY TOWN

TOWN	PERCENT OF SPECIFIC LAND USE CATEGORY			
	UNDEVELOPED	OTHER [1]	DEVELOPED	RESIDENTIAL[2]
Salem	72	14	14	63
Montville	75	12	13	74
East Lyme	49	10	41	42
Waterford	54	13	33	65

Source: DECD (Internet site... state.ct.us.ecd) May 1998
[1] Includes recreation areas, dedicated open space and other public lands
[2] Residential land use as a percent of developed land

ES.4.11 HISTORIC, CULTURAL AND ARCHAEOLOGICAL RESOURCES

Overall Historic Context: The corridor area has historically been, and remains, one of the least densely settled areas of Connecticut. In the early 19th century, the improvement of certain roads as turnpikes engendered some commercial development in the form of taverns and general stores, particularly at small crossroad villages such as Chesterfield in Montville. Present-day Route 85 was part of the Hartford and New London Turnpike, chartered by the General Assembly in 1800. On Pember Road, an old highway that ran west of and approximately parallel to Route 85 in Waterford, historical maps indicate a number of homesteads and a cemetery in this now nearly inaccessible woodland.

Historic Architectural Resource Survey: Prior to conducting field investigations, historic maps, atlases, photographs, aerial photographs and numerous graphic, artifact, and informant sources were consulted in order to document findings of prior

investigations. Properties identified as historic resources can have characteristics that make them potential candidates for listing on the National Register of Historic Places (NRHP). Twenty-five NRHP-eligible historic resources and three non-eligible historic cemeteries were identified within the study area. These resources are listed in Table ES-15 and are shown on Figure ES-14. The determination of eligibility was made after professional review of the corridor, and confirmed by consultation with SHPO. Final decisions on eligibility will be made jointly by FHWA and SHPO.

Archaeological Resource Survey: Each build alternative was walked over and visually inspected for cultural and environmental features related to archaeological potential. These features include those suggesting low archaeological potential, such as obvious ground disturbance and very poorly drained soils, and those suggesting moderate to high potential, such as undisturbed well-drained areas near a fresh water source. The walkover data, as well as data collected from test pit sampling, were synthesized and used to stratify the alternatives into zones of no-to-low archaeological potential and moderate-to-high potential (Figure ES-14).

- Existing Roadway Area - Much of the area along Routes 82 and 85 has been so disturbed that no intact archaeological remains are likely; however, about 25% of this area is surprisingly sensitive for both prehistoric and historic period sites. Over 20 archaeological sites were found close to the pavement edge in the current right-of-way on Route 85. Some of the sites are apparently associated with standing historic structures identified in the architectural survey.

- Cross-country Alignment Areas - These relatively undisturbed areas have a moderate-to-high potential for prehistoric archaeological resources. Historic period archaeological resources along these alignments are fewer overall, with the exception of the portion in Waterford which runs parallel with Pember Road, the focus of the abandoned community of Butlertown (also referred to as Wolf Pit Village). The precise boundaries of this community are not firmly known but are estimated to overlap at least in part with the southern section of all of the full build alternative routes. This is an area of very high archaeological potential.

  At the intersection of Alternatives 92PD, E, F, and G with I-395/I-95, there is a 17th-century property and a cluster of 18th- and early 19th-century standing structures that comprise a potential National Register historic district. Archaeological remains of mills have been identified in the area, and these potentially important sites should be considered contributors to the district's significance.

TABLE ES-15
HISTORIC /ARCHITECTURAL RESOURCES

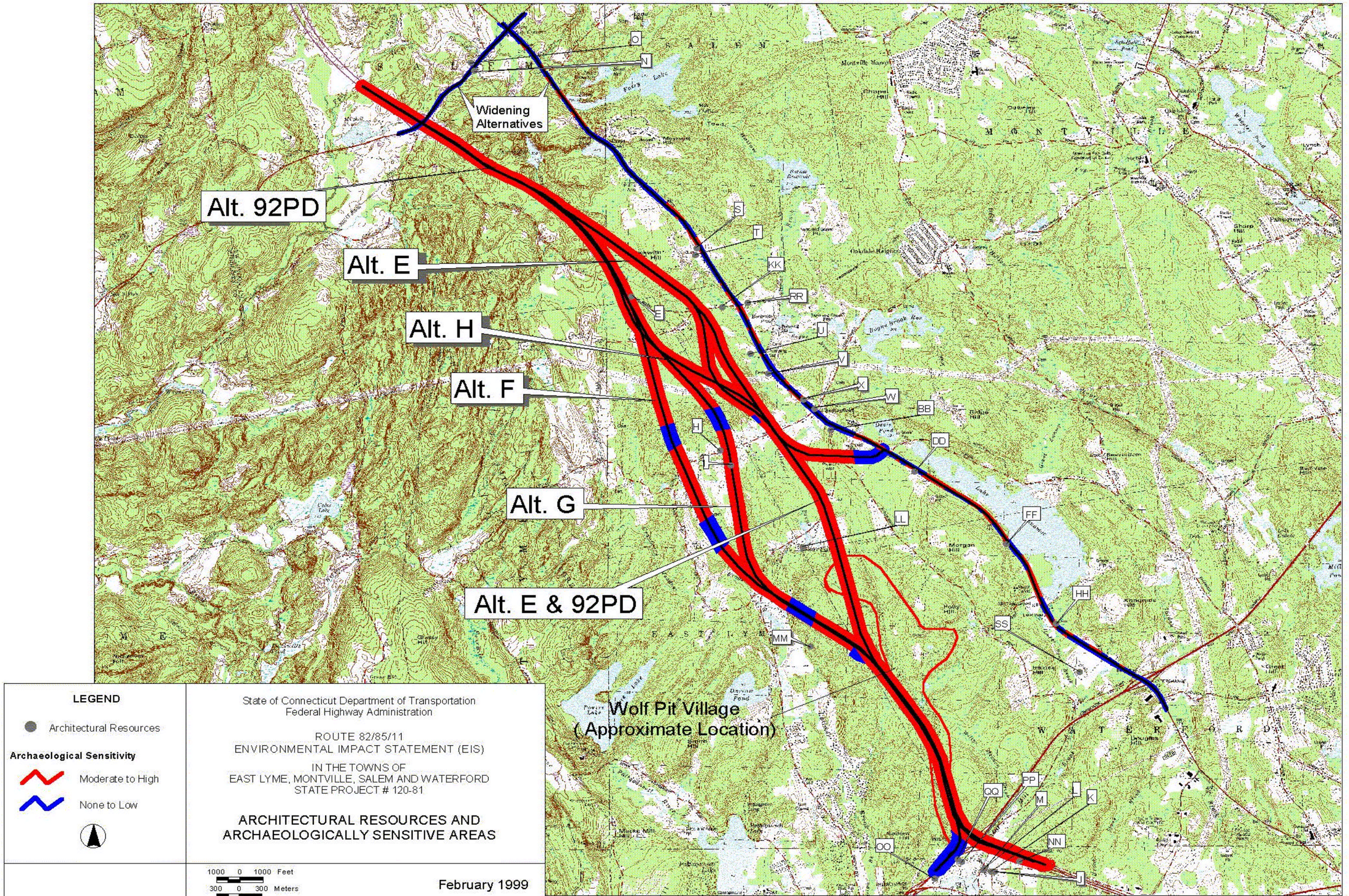
SITE I.D.	LOCATION	DESCRIPTION	NRHP STATUS
E	484 Old New London Road, Salem	House, c.1800**:** Clapboarded, 2 ½ stories with 1 ½-story ell, main part faces southeast. Five-bay facade, 1 bay deep, simple Federal-style pilasters on doorway, 6-over-9 sash. Setting of woods, fields, stone walls. Garage, possibly made over from old barn, 3 bays.	Eligible
H	15 Grassy Hill Road, East Lyme	House, c.1865: Vernacular/Italianate style, 2 ½ stories, clapboards, 6-over-6 sash, paired round-arched attic windows, doorframe with crosset and scroll decorations.	Eligible
I	Grassy Hill Road, East Lyme	Holmes Cemetery: Although on posted land and therefore not possible to be located precisely, the Hale Index lists this cemetery as at the rear of the "James Hatt farm," within a few hundred feet of alignment H. Not National Register eligible, but is protected under CT General Statues Section 10-388.	Not eligible
J	44 Gurley Road, Waterford	House, c.1870: No particular style, 1 ½ stories, clapboarded.	Eligible as part of historic district
K	46 Gurley Road, Waterford	House, c.1770: 1 ½ stories, five-bay facade, clapboards. Altered with porch and dormers.	Eligible as part of historic district
L	54 Gurley Road, Waterford	House, c.1790: 1 ½ stories, gambrel roof, clapboards	Eligible as part of historic district
M	31 Oil Mill Road, Waterford	D. W. Stanton House, c.1844: Greek Revival style, hip roof, 2 stories, clapboarded. Oil mill owner.	Eligible as part of historic district
N	9 Shingle Mill Road (corner of Route 82)	House, c.1800: 2 ½ stories with 1 ½-story ell, sided, brick end chimneys, 6-over-6 sash, c.1870 Italianate arched panel door and ogee arch entry surround. Small board-sided barn at rear.	Eligible
O	Route 82 opp. Shingle Mill Road	Barn, c.1850, Three-bay clapboarded barn, set amidst fields and stone walls, probably originally associated with the house across the road, 9 Shingle Mill Road	Eligible as part of N
S	509 New London Road, Salem	Elijah Ransom House, 1784: 2 1/2-story, sided but little impact on appearance, central brick chimney, transomed and pilastered entry. Barn and other outbuildings. Surrounded by field and stone walls.	Eligible

TABLE ES-15
HISTORIC /ARCHITECTURAL RESOURCES

SITE I.D.	LOCATION	DESCRIPTION	NRHP STATUS
T	New London Road, Salem,	Raymond Cemetery: mid 19th-century, gateposts, stone wall; stone obelisk and zinc urn monuments. Sits far back from road, south of Elijah Ransom House.	Eligible
U	Route 85, Montville	Latimer Farm: An 18th-century dwelling and agricultural outbuildings on a lane to the west of Route 85. Stone walls and stone gate posts on Route 85.	Eligible (under consideration)
V	Route 85, Montville	DeWolf/Latimer/St John Ukranian Cemetery: A burying ground notable for its early to mid 19th century monuments and early 20th-century Ukranian Orthodox monuments, reflecting the changing ethnic make-up of the Connecticut countryside.	Eligible
W	889 Chesterfield Road (corner of Route 85), Montville.	House, 18th century: Five-bay facade, 2 1/2 stories, stone center chimney, some 12-pane sash; composition siding	Eligible
X	Just north of 1621 Route 85, Montville	Gilbert cemetery: A small mid-19th century family burying ground. Not National Register eligible, but is protected under CT General Statues Section 10-388.	Not eligible
BB	Route 85 and Route 161, Montville	Chesterfield cemetery: Community cemetery documenting long-term settlement of its locale. Many notable 18th and 19th century monuments, including one to a soldier killed in battle.	Eligible
DD	1394 Route 85, Montville.	Greek Revival-style house, c.1840: 2 stories, 3-bay gable-end facade, entry with original paneled door, pilasters, transom; paneled pilasters at corners, partial cornice, return. Modernized with c.1930 windows and siding. Board-sided barns and other outbuildings.	Eligible
FF	1214 Hartford Turnpike, Waterford	E. F. Morgan Store, c.1855: Two stories, bracketed cornice over storefront. One of few remaining historic commercial buildings on Route 85.	Eligible
HH	1135 Hartford Turnpike, Waterford	Lake Pond Cemetery: Early to mid-19th-century monuments give this burying ground local historical and cultural significance. Includes a pipe-rail fence.	Eligible
KK	Salem Turnpike, Montville	Stone slab bridge, c.1850: This small stone bridge, a two-unit culvert of approx. 4' span each, lies 700 west of Route 85 and 1,000 feet east of Alignment E. The load-bearing lintels rest on stones cut as corbels, creating a slight arched effect.	Eligible
LL	Silver Falls Road, Montville, at East Lyme town line	Latimer saw and grist mill site, c.1732: Includes mill pond, dam, foundation remains, grist mill stone.	Eligible

TABLE ES-15
HISTORIC /ARCHITECTURAL RESOURCES

SITE I.D.	LOCATION	DESCRIPTION	NRHP STATUS
MM	East of Route 161and 2,000 feet west of the intersection of Alignments F, G and E	Family cemetery: Hale Index East Lyme No. 19. Not National Register eligible, but is protected under CT General Statues Section 10-388.	Not eligible
NN	21 Gurley Road, Waterford	Waller House, 1691: Because of the early date attributed to the house and its one-time use as the town almshouse, any encroachment on the property also has implications for historical archaeology.	Eligible
OO	End of Gurley Road , directly adjacent to north-bound lanes of I-95	Riverhead Cemetery: Contains a small number of notable 18th-century stones, as well as a larger assortment of early 19th-century and Victorian markers and therefore may be eligible as a local array of typical funerary art. Also known as Gurley Burying Ground.	Eligible
PP	24 Gurley Road, East Lyme	House, c.1830	Eligible
QQ	25 Gurley Road, East Lyme	House, c.1760	Eligible
RR	Day Road, Montville	House near corner of Route 85, c1780 clapboarded exterior, central chimney, scenic rural setting. Good example of early Connecticut house architecture.	Eligible
SS	Route 85, Waterford	Waterford Speedbowl, 1951, recalls popular culture of 1950s.	Eligible


Widening Alternatives
Alt. 92PD
Alt. E
Alt. H
Alt. F
Alt. G
Alt. E & 92PD
Wolf Pit Village
(Approximate Location)
O
N
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LEGEND
Architectural Resources
Archaeological Sensitivity
Moderate to High
None to Low
State of Connecticut Department of Transportation
Federal Highway Administration
ROUTE 82/85/11
ENVIRONMENTAL IMPACT STATEMENT (EIS)
IN THE TOWNS OF
EAST LYME, MONTVILLE, SALEM AND WATERFORD
STATE PROJECT # 120-81
ARCHITECTURAL RESOURCES AND
ARCHAEOLOGICALLY SENSITIVE AREAS
1000 0 1000 Feet
300 0 300 Meters
February 1999

Figure ES-14

ES.4.12 SECTION 6(F) LANDS AND NON-HISTORIC 4(F) LANDS

Section 6(f) Lands: Section 6(f) of the Land and Water Conservation Funding Act (LWCFA) states that any lands purchased or developed with LWCFA federal funds cannot be "converted" to another use for purposes inconsistent with the Act without being replaced with other land that is of equal use and value to the land proposed for conversion. There are publicly-owned open space and recreational lands within thecorridor area, however, use of such lands will not be required in association with any of the alternatives. Two fragments of the Nehantic State Forest lie in Salem between Old New London Road and Route 85. One piece surrounds and includes Horse Pond. The majority of the forest lies west of the corridor study area and covers portions of Salem, East Lyme and a small part of Lyme.

Non-historic Section 4(f) Lands: Section 4(f) of the 1966 Federal Aid and Highway Act requires that special efforts be made to protect any public park, recreation area or wildlife/waterfowl refuge property from adverse impacts resulting from any ConnDOT project. The law states that the Secretary of Transportation shall sanction the use of such lands only if; (1) there is no prudent and feasible alternative to using that land, and; (2) the project includes all possible planning to minimize harm to the resource being affected by the use. Sites located in the corridor study area are identical to the identified Section 6(f) lands noted above. Use of these lands will not be required for any of the alternatives.

ES.4.13 VISUAL AND AESTHETIC RESOURCES

The Route 11 corridor study area is typically characteristic of glaciated terrain with its long, narrow valleys defined by north-south elongated, steeply sloped land forms punctuated with boulders and ledge outcrops. Elevation differentials between valley floors and adjacent hilltops range from 30 m. (100 ft.) to over 76 m. (250 ft.) providing a sense of intimate scale and spatial variety to the landscape.

Because of the hilly landscape, viewsheds tend to be limited with respect to distant views and peripheral expanse. Sight lines tend to be channeled by the land form and treelines, focusing attention on the immediate landscape. Watershed patterns create a myriad network of small streams. Flat areas and pockets in the valleys collect water to form wetlands, marshes and ponds. The generally wooded landscape is relieved by occasional meadows and discrete areas of residential development. All of these physical characteristics combine to provide a great aesthetic in the variety of visual experience for both visitors and residents.

The local road network is comprised of relatively narrow paved roads that traverse the major valleys throughout the study area. For the most part, roads are aligned along the toes of slope at the base of the hill formations. The primary aesthetic is related to the intimate scale and rural quality of the general environment.

ES.4.14 HAZARDOUS WASTE / CONTAMINATED SITES

A preliminary hazardous waste assessment was undertaken within the Route 82/85/11 corridor area to determine the potential for encountering hazardous or contaminated sites in the event that construction were to begin on any of the project alternatives. The assessment included a review of state and federal regulatory agency records using the New England Data Map Technology Corporation's Environmental FirstSearch™ database, a review of city directories available at the Connecticut State Archives History and Genealogy Section, and a preliminary windshield survey of corridor properties to observe signs of potential releases of hazardous or regulated materials.

Areas of potential environmental concern identified along Route 85 tend to be clustered at the Salem and Chesterfield Four Corners areas and include five registered underground storage tank (UST) sites, one potential leaking underground storage tank site, six oil or chemical release sites, and three DEP identified suspected hazardous waste sites. In addition, one Superfund site and numerous Resource Conservation and Recovery Act (RCRA) and DEP Suspected Hazardous Waste Sites exist along Route 85 from I-395 south to I-95.

In the northern part of the corridor in the vicinity of the new expressway alternatives, an area of apparent unpermitted solid waste disposal was identified at the current terminus of Route 11. A state spill site was identified near the intersection of Route 161 and Silver Falls Road, and numerous oil and chemical releases relating to transportation accidents have been reported on I-95 at exit 75 at the southern terminus of the proposed expressways. Other potentially high risk land uses were identified in the Route 161/Butlertown Road area of Montville.